

The Hongkong Telegraph.

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NEWSERIES No. 8228

五月七日

MONDAY, JUNE 13, 1910.

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英港大英三十號

536 PER ANNUM.

SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Sterling.....\$15,000,000
Silver.....\$15,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

INTEREST on deposit is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 13th January, 1910.

Banks

HONGKONG SAVINGS BANK.

H.K. Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposit is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 13th January, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....\$10,500,000
ABOUT MM.....\$7,200,000
RESERVE FUND.....\$10,500,000
ABOUT MM.....\$7,200,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENMELDE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

H.E. Corporation transacts every Description of Banking and Exchange business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:-

On Current Account at the rate of 2% per cent. per annum on the daily balance.

On Fixed Deposits for 1 month, 4% per cent.

" " " " " 3% " "

" " " " " 2% " "

WM. DICKSON,
Manager.

Hongkong, 20th April, 1910.

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YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP.....\$10,000,000
RESERVE FUNDS.....\$10,000,000

Head Office.—YOKOHAMA

Branches and Agents.

TOKIO. HANKOW. TIENTSIN. TIENTSIN.

KOBE. TIENTSIN. TIENTSIN.

OSAKA. NEWKINH. NEWKINH.

NAGASAKI. DALIN. DALIN.

LONDON. PORT ARTHUR. PORT ARTHUR.

LYONS. ANTUNG. LIOYANG.

NEW YORK. SAN FRANCISCO. MUKDEN.

HONOLULU. HONOLULU. TIE-LING.

BOMBAY. BOMBAY. CHANG-CHUN.

SHANGHAI. SHANGHAI.

HONGKONG.—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent.

On Fixed Deposits for 1 month, 4% per cent.

" " " " " 3% " "

" " " " " 2% " "

TAKAO TAKAMIOH.

Manager.

Hongkong, 13th March, 1910.

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DUTSCH ASIATISCHER BANK.

CAPITAL FULLY PAID-UP.....\$1,500,000

HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Hockow.

Kobe. Peking. Shanghai. Tientsin.

Tsinanfu. Tientsin. Yatohma.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
staatsbank) Berlin.

Direction der Disconto-Gesellschaft

Deutsche Bank Berlin.

S. Bleichroeder Berlin.

Bank fur Handel und Industrie

Robert Warthaer & Co. Berlin.

Mendelsohn & Co. Berlin.

M. A. von Rothschild & Sons Frankfurt.

Jacob S. H. Stern A.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co. Koeln.

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S LTD.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS recalled on terms which may be
made on application. Every description of
Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 13th March, 1910.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON & ANWERP VIA SINGAPORE, BORNEO, COLOMBO, PORT SAID, MARESSES.

SHANGHAI, MOJI, KOBE, SOMALI, About Freight and Passage.

SHANGHAI, DELTA, About Freight and Passage.

LONDON, &c., via usual Ports, ARCADIA, 25th June, See Special

Dept. S. Barcham.

For Further Particulars, apply to E. A. HEWETT,

Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 13th June, 1910.

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN \$8.00
CLOSING \$8.00
each

Closed.

With MOSQUITO FRAME AND CURTAIN \$15.00 COMPLETE.

THIN SUMMER BLANKETS, \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

Pommery and Greno CHAMPAGNE

In Magnums, Quarts and Pints.

SOLE AGENTS: CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 23rd May, 1910.

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Hotels.

BELLE VIEW HOTEL,

Telephone No. 907.

SHAUKIWAN ROAD.

The Bar of this hotel is temporarily closed pending the transfer of the License to sell intoxicating liquors.

MAK NAM WOON,
(Proprietor.)

Hongkong, 5th June, 1910.

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HOTEL CRAIGIEBURN.

PRINCE'S GATE, THE PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 10th May, 1910.

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HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE:

HONGKONG TO CANTON: CANTON TO HONGKONG:

MONDAY, 13th June. THURSDAY, 16th June.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. KINSHAN 5.15 P.M. FATSCHAN 10.00 P.M. KINSHAN

TUESDAY, 14th June. FRIDAY, 17th June.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSCHAN 5.15 P.M. KINSHAN 10.00 P.M. FATSCHAN

WEDNESDAY, 15th June. SATURDAY, 18th June.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSCHAN 5.15 P.M. KINSHAN 10.00 P.M. FATSCHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

EXCURSION TO MACAO.

ON SUNDAY, the 19th JUNE, 1910.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.

Departure from Macao at 4 P.M.

By kind permission of Col. Pior and Officers, the Band of the Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 1 P.M.

Intimation.

ROMANCE.

LANDFALL IN THE BRAZILS.

BY H. M. TOMLINSON.

After several weeks at sea, imprisoned solitarily, within the sky-tinted walls, a prison which has not opened once to admit another ship to give assurance and communion, you begin to doubt your direction and destination, and the possibility of change. Your ship, companions grow listless and bored, and conversation is worn to a waver. The most hopeful thing about the steamer is the throb of its pulse, felt whenever you rest against its hot body, the only plain intimation that can be found of purposeful life. The day has been brassy, as before, the sea the same tumbling wilderness; but, when, in the blind and melancholy night, you feel under you the beatings, energetic and insistent, of that lively heart, some of its vitality is communicated, and you get sleep as a child might in the arms of a strong and wakeful guardian.

But poised between two profundities—though nearer the clouds, circus and transcendental as they are, than the land straight below the keel—and with day light and darkness the only diversities in the round, the days flicker by white and black, like a cinematograph working without a story. Your eyes, tired with watching for the fruits of your enterprise, dazed with repetition, go to sleep. Old Capt. Morgan must have lived a dull life, monotonous with adventure. You note that the stars are as near to London as they are to the Spanish Main. In their planetary journey through the void the passengers' at Balham see as much as those travellers who peer through the windows of the sphere at Cayenne. The sun rises in east, the moon is horns; but some of the passengers on the mud-ball take their tea without milk.

HIDDEN ROMANCE.

A few days since I learned in the chart-room of our steamer that we had four thousand fathoms under us. Yet these waves of the tropics, curling over such abysmal depths, look the same as are seen from a Corinthian barge. I began to understand what I had done. I had changed the mark of water in London for the discomforts of the dog-days. I had come thousands of miles to see the thermometer rise, and discard collars. Where are the Guianas, the Spanish Main, and the Brasils? At last I found where. I discovered their true bearings. They are in Raleigh's "Golden City of Manoa," in Burney's "Buccaneers of America," with Drake, Hamboldt, Waterton, Bates, and Wallace; and I had left them all at home. We borrow the light of an ascendant and imaginative traveller, and see the country bright with his aura; and we then think it is the country which shines.

Under the poop awning, counting the heartbeats of the ship, I took the essay of Emerson, and read at once—Emerson must have been waiting for me—Why cover a knowledge of new facts? Day and night, house and garden, a few books, a few actions, as well as all trades and spiculities. We are far from having exhausted the few symbols we use. At this moment the mate crossed my light, and presently I heard the sounding machine whirling, and then stop. There was a little interval, and then the mate's voice: "Twenty-five fathoms, sir. Grey sand."

Emerson went sprawling to the deck, huddled through the way I got up. Twenty-five fathoms! Then, that grey sand struck to the tallow of the weight was the first of the Brasils. The circle of waters was still complete about us, but over the bows, and far away, was chaos of thunder clouds and wild lights. The oceanic swell had depressed to a languid and glassy bant, and the water had become jade green in color, with shadows of malachite. We were nearing land at last. Those far clouds were purple canopy to the forests of the Amazon.

THE IMAGINATIVE EXPLORER.

The forests of the Amazon. How often have I navigated their obscure water-ways, sailing between the green cliffs of the primeval wilderness on a map in my slippers at night, penetrating beyond even where the chart was white and virgin, marking my dreams there of the undiscovered! Now those forests soon were to loom on a veritable skyline, I should see them, where they grew, their buttressed roots in the unfringed floods. I should see Santa Maria de Belém; its colour and light, its aerial foliage over its shipping and squalor. I should see the Para river, Santarem, and Obydó, and Ia-constantine; and then, turning from the king of rivers to his tributary, the Madeira, follow the Madeira to the Bolivian frontier, towards the Andes. I, too, am bound on an adventurous voyage, two thousand miles under those wonderful clouds of the equatorial rains, for two months into the forests of Bates and Hamboldt. And our vessel's rigging, so I am told, sometimes shall drag the foliage in showers on our decks, and where we anchor at night the jaguars will drink.

There are other less enthralling matters which, I am also warned, may force my attention there, whether I like them or not; but we are treating our ship carries a cherub in its overhead gear. All these things are for me also, at last. Passing the saloon mirror, I see somebody in it wearing a pilot's helmet, and the right pioneer raincoat, and looking very like the siren figure in white which preludes a fat volume of tropical travel. I stop in surprise, look for marks of identification, and smile.

LAND AT LAST.

In the early afternoon America showed dead ahead; a thin cobalt barrier, a mere local thickening of the skyline, as though the pen which circumscribed the horizon had run truly at that point. It was the island of Monjol. Soon that barrier, athwart our course extended on either hand, broke into sections; a series of low, wooded islands, preface the mainland. Where clear sky was behind an island as we liked it the plumes of diminutive palms showed delicate black fringes on the light, and often

that bar-like pencilling which decorated the base of the sky-wall appeared to spring direct from the sea. You will find your first landfall in the tropics is something you will not sell.

We stood in towards the land till it was no longer a small and dainty tracing which sometimes faded out of sight the more our eyes sought it. Presently it cast reflections, and channels of silver water showed between the sombre woods, giving them body. Then we cruised in line with the shore for a pilot. Over the thin crust of coast which tapped the sea—it might have undulated on the waves—ponderous thunder clouds towered and massed with areas in them opaline and luminous. From great heights curtains as dark as bitumen draped to the waters. Yet thunder clouds, sea, and distant shores were serene and still; as if this new world we had found might prove a dream of ours, something to be lost when we awoke.

But we came alongside the pilot schooner off Atalas Point, and the pilot put off in a boat manned by a crew of such grinning, ragged and cinnamon colored pirates as would have broken any tranquil soil. Oars, though, did not break; and I was forced to believe we had really arrived.—*Morning Leader*.

INOCULATION FOR SNAKE-BITES.

One can hardly over-estimate the importance to dwellers in the Tropics of the discovery of an absolute antidote against snake-bites. In the May Travel and Exploration one of the authors of the Outfit for Explorers series (which in this article is concerned with health for travellers) describes the wonderful discovery of the anti-venom treatment:

"In the last few years the anti-venom treatment, discovered by Dr. Cunimetti, of the Pasteur Institute at Lille, has proved very successful in a large number of cases. The treatment is on the same principle as the Pasteur treatment of rabies, only in the case of this virus the horse serves as the corpus vile instead of the rabbit. The venom is first collected by making the snake bite through a membrane stretched over a glass jar. The next process is to inject a horse with gradually increasing doses of the venom till it becomes immune—usually at the end of two years. After the horse has been inoculated with the last dose of venom it is bled, and from the clotted blood is exuded the serum known as anti-venom. It is stated that if this serum is injected in time the cure of the bitten patient is absolutely certain. But unfortunately there is one serious drawback to the use of anti-venom—it's powers are limited, and are in a sense homeopathic; in short the anti-venom can only be depended upon as a cure against the bite of that particular species of snake furnishing the poison with which the horse was inoculated." Hitherto the only antidotes which may be regarded as sure cures are those against the ordinary cobra and the deadly krait, which is so frequently found in the thatch of Indian bungalows.

Notice of Firm.

NOTICE.

WE have this day authorised Mr. CHARLES GORDON STEWART to sign the Name of our Firm in Hongkong and China.

GIBB, LIVINGSTON & CO.,
Hongkong, 10th June, 1910. [433]

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [473]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:

DAILY—3s per annum.

WEEKLY—5s per annum. The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by air an additional 5s per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 4th June, 1910. [473]

Consignees.

NOTICE TO CONSIGNEES.

THE F. & G. S. N. CO.'S STEAMER
"ARCADIA,"
FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their Risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex. *Madras*.

From Calcutta, ex. *S. Syria*.

From Persian Gulf, ex. *B. I. S. N.* and *B. & P. S. N.* Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th June, 1910. [473]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENELD,"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 7th June, 1910. [473]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODD WELL & CO., LIMITED,

Agents.

Hongkong, 8th June, 1910. [473]

FROM EUROPE.

THE H. A. L. Steamship
"WESTHALIA,"

Captain Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—

ex. *Norge*, from Gothenburg.

ex. *S. Blomstrand*, from Halmstad.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th June, 1910. [473]

S. S. "ARMAND-BERHIC,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex. *Madras*, Durbarque ex. *Madras*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee that their Goods, with the exception of

Opium, Treasure and Valuables are being

landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee that their Goods, with the exception of

Opium, Treasure and Valuables are being

landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee that their Goods, with the exception of

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landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee that their Goods, with the exception of

Opium, Treasure and Valuables are being

landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee that their Goods, with the exception of

Opium, Treasure and Valuables are being

landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee that their Goods, with the exception of

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

In PIN'S and SPLITS.

A. S. WATSON & CO.,
LIMITED

THE HONGKONG DISPENSARY.

Hongkong, 3rd June, 1910

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DEATH.

On May 10, 1910, at Berkeley, California, Lizzie Nelson, the beloved wife of Dr. John Fryer, formerly of the Kiangnan Arsenal, Shanghai, suddenly, of angina pectoris.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 13, 1910.

THE BAND CONCERT.

The band of the Biffs played from 9 p.m. to about eleven on Saturday night, in the beautiful gardens which are not the least of the "glories of Hongkong." Other bands, some as perfect in reproducing the musical sound, of the poetic thought of men of genius as this band of the Biffs, in other gardens, some at least nearly as beautiful as these of Hongkong, were no doubt delighting other audiences far away, audiences no doubt nearly as appreciative as we were. Nearly, but we think, hardly quite. For this is an innovation, an experiment. We have not in Hongkong as yet imitated our friends the French, or that most passionately music-loving people of all, the Portuguese, in having public band concerts as a matter of course as a necessary part of our lives, and not merely an occasional luxury.

In Macao the countrymen of that sweet singer and exquisite soul the gentle and noble Camoens may twice a week stroll along the Avenida Vasco da Gama to the strains of soothing or inspiring music. We who without being "music mad" must have some lovely sound to make our ears at least sometimes, and for a little time, forget the horrid discords of all the voices that yell to defiance of the harmony of the spheres, were glad of last Saturday evening, glad of the loveliness of the matchless natural beauty of the night, glad of the velvet dark, bespangled with diamond lights and mellow with rosy tints. The flare of the lamps at the refreshment bar had to be avoided however. The bar was in no other way aggressive, and the servants moved noiselessly among the audience attending to expectant thirst—but the brilliance of the blazing light near the entrance was a fault. The Japanese lanterns were very effective; we hope they will be continued in future concerts. To criticize the music is quite unnecessary. An expert musician present found no fault with the band of the Battalion of the East Kent Regiment, crewmen known as the 3rd Foot. A little might be added to it, said, but nothing taken away from their performance. This was certainly the feeling of all who understood it.

good music and all who without knowing much about its technique, were "lovers of sweet sound." We revelled in the delicious scent of the flowers and foliage while the air was full of "Reminiscences of Scotland" or the heart throbs of the overture of Tannhäuser. That part in the latter in which comes the refrain of the Pilgrim's Chorus was for us one of the most delightful moments of a delightful night. The proposed reduction of the entrance charge from one dollar to fifty cents is, we think, only reasonable. We hesitate to make rash suggestions, but if the expense of giving these concerts can only be met by an entrance fee, might there not be an arrangement of a kind similar to that existing in Hyde Park? Could not some seats be reserved for the "mighty," or the high and mighty, at say one dollar, and other parts be open at lower or at no prices at all to the rest of the residents who are at times glad to thank a good God for making gardens beautiful and for giving us ears to hear His voice in the harmony of His Creation and of man's inspiration of His spirit?

DRAGON-BOAT FESTIVAL.

On Saturday, the 5th day of the 5th month of the Chinese Calendar, was celebrated one of the most ancient, most quaintly curious and pathetic of commemorations. Two thousand three hundred and sixty years ago a monarch ruled whose wickedness excited the virtuous rebuke and reproaches of the sage minister Chi P'ing. Poet and patriot, he protested against the depravity of his sovereign, and attempted to save his suffering countrymen. His king was as deaf to him as the infamous Israelite king was deaf to the Prophet. The despairing Chinese sage, unable to help the people, and to continue to endure the sight of their misfortunes, cast himself into the river, where he sank never to rise again. Fishermen and boatmen innumerable sought to recover the body of one so loved and valued as he, but in vain. Losing hope of recovering his corporal remains at last, the fishermen threw into the water little packages of rice and other things believed to be necessary to the shadowy shell of man after he has undergone the change called Death. Every year they met together to vie with each other in searching for some of the mortal vestiges of the long mourned patriot who might have saved his country had he been spared by unkind fate. Generation followed generation, until the search became a memory and at last a tradition. Yearly the boatmen equip long boats like the long canoes of the Maoris. Very narrow and flat bottomed, they are often over a hundred feet long, and sometimes seat more than sixty paddlers. We have seen a "Dragon-boat" with seventy paddlers and six drum and gong beaters. The usual rhythm of the beat of the drum is the dactyl, one long and two short, while in the swing of a race with other boats. The rhythm increases in pace and the "long" beat disappears at the end, and a furious series of short beats succeeding each other with furious rapidity testifies to the ardour and energy of the crews. Just before beginning the beating, the gong strikes trochaic measure. It is most weird. Last Saturday some of the members of Government thought it worth while to go down to Aberdeen to witness the Dragon boat racing, and prizes were given to a few of the winners. We think that our officials have shown wisdom in doing this. The Chinese are far more appreciative of these things than people think, and to see the chief of the executive, the embodiment of Sovereign Power, lend the dignity of his presence and the grace of his patronage to a traditional festival of this kind, appeals with great force to the nobler and more accessible side of the Oriental imagination.

PUBLIC VEHICLES.

Our attention has been called to a possible source of infection and a certain source of grave inconvenience and annoyance. There are public ambulances for the conveyance of sick persons to hospital at all the Police Stations and at several other points in the Colony. It is not, however, always possible or convenient to obtain an ambulance in case of great emergency, and it often happens that a chair or a rickshaw is used instead to convey a patient. Now, of course, in every such instance the chair or rickshaw should be, and usually is, thoroughly cleaned and disinfected when the patient has been handed over to the Police Station, dispensary, or hospital. But it does sometimes happen that everybody's business is at usual scrupulously carried out by nobody whatever, and that a conveyance which has just been used for a patient suffering from no-matter-what may be light-heartedly carried away by its coolies and may be left to the persons who have the most serious objection to occupying a seat which has just been vacated by an individual afflicted by any disease, no matter what. The attention of the proper persons responsible for the protection of the public in this matter must be called to it, and increased vigilance should be exercised by those who have the duty of guarding the doors of establishments like hospitals whether anybody may be brought at any time suffering from anything.

LOCAL AND GENERAL.

There has been no imported case of plague from Canton to-day.

The English Mail of the 14th May was delivered in London on 11th inst.

The late Sir Edward Wills left £4,580,000 and the amount of death duty payable is £37,681.

For snatching a gold ear-ring from a Chinese woman, a native was this morning awarded six months' hard labour and four hours' stocks.

A coal-coolie who stole a set of razors on board the s.s. *Shanxi* was this morning awarded one month's hard labour and six hours' stocks.

THREE months' hard labour and four hours' stocks was awarded a native in the Police Court this morning for stealing a gold watch and chain and appendage.

As a small boy was walking along the roadway yesterday, he felt a tug at his pocket and the next moment his watch and chain had gone. This morning the thief was given six months' hard labour and four hours' stocks.

We notice in a Bristol contemporary an announcement that a service of rikshas had been commenced on the Clifton Downs. The vehicles had to be licensed in the ordinary way and, the nearest approach the justices could get to the real thing was to grant them licences with chairs!

A TOKIO despatch of 8th inst. says:—H. E. Wu Wei-te, Chinese Minister in Tokio, who has been appointed Junior Vice-President of the Waiwupu, left Tokio for China this afternoon. His Excellency had a farewell audience of the Emperor and was entertained at dinner by Count Komura, Minister of Foreign Affairs, on Monday.

A PASSINGER from Singapore informed a Ceylon paper that there had been transhipped in Colombo harbour from the *Dak* to the *Mooltan* ship for £150,000 purchased mainly by the Trust Companies recently formed in London. This had helped Singapore a great deal. The paper adds:—"We suppose these trusts will turn their attention to Ceylon soon."

A FOURTEEN-year-old youth appeared before Mr. J. R. Wood at Magistracy this morning for stealing two brass-cutters from a Japanese shop at No. 12, Lyndhurst Terrace. It appears that the owner of the shop on several occasions previously had missed certain valuable articles, which the thief disposed of to a number of shop-keepers in Lower Lascar Row. This morning he was convicted but his Worship reserved his sentence.

PATROKS of the Ring will be interested to hear that Bill Lewis (alias Lyn Truscott) will be back in Hongkong towards the end of next month. Arrangements are being made by Mr. R. Whitaker for fixing up some suitable meetings for Lewis. One of the first of these contests should be with Willis, who is much fascinated by his supporters. Battling Sims, too, is anxious for another set-to with Truscott, who, by the way, will continue to fight under his old Ring name of "Bill Lewis" while on the China coast.

THE case was concluded before Mr. Justice Hax-lead, Acting Puisne Judge, this afternoon, in which Wong Fu Ng, compadre sued Capt. A. A. Johnson, Master of the s.s. *Shui On*, to recover \$1,000 for alleged assault and false imprisonment on the 6th February last. Counsel on both sides having addressed the jury, a unanimous verdict that no felony had been committed by the plaintiff was returned and general damages were awarded in the sum of \$500. The jury was as follows:—Messrs. J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper. A stay of execution was granted pending appeal.

THE HARBOUR MYSTERY.

Little or no additional light has been thrown on the circumstances attending the abandonment on Friday night of the Kowloon Dock launch No. 3, which, as reported in Saturday's *Telegraph*, was discovered that morning lying foundered close to the Police Pier at Tsim-sha-tsuui. In the course of the salvage operations it was found that two planks near the water-line had been stove in, and it is surmised that this damage caused the launch to founder. Where the coxswain and crew have disappeared to remain a mystery, but in all probability they are now safely ensconced in the purloins of Canton—a supposition which is made all the more likely by reason of the fact that their effects had been removed from the launch.

The salvage of the craft was carried out successfully by means of lighters and she was towed to the Docks for repair.

Meantime the Police are on the lookout for the abducting coxswain and crew.

SHANGHAI DOCK AND ENGINEERING CO.

ANOTHER TUG LAUNCHED.

Yesterday afternoon the Shanghai Dock and Engineering Company, Limited, launched a sea-going tug for the Quartermaster's Department, U.S. Army, Manila, P.I., which is to be used for towing purposes round the islands, reports the *N. C. D. News* of 7th inst. The hull is of mild steel. The tug's dimensions are—length 48 feet 6 inches, breadth 26 feet, depth 17 feet. She is fitted with triple cylinder multi-tubular boilers with forced draft. The auxiliary machinery includes steam screw pump, a fire pump, electric light plant, including a powerful search-light, and evaporator and distilling plant. The bunkers capacity gives her a steaming radius of 2,500 miles without coaling. The Dock and Engineering Company is also sending away in a day or two the last of four barge-boats built for the Manila Government, and will shortly finish the tug-harbour for the marine department of the South Manchurian Railway, or use at Tsin-ting.

Canton Opium Monopoly.

GOVERNMENT TAKES ACTION.

REPRESENTATIONS BY THE CHAMBER OF COMMERCE AND CHINA ASSOCIATION.

The gravity of the action of the Canton Provincial Government in instituting the Opium Monopoly in Canton and South China was not one whit exaggerated in the columns of the *Hongkong Telegraph*, when we brought to public notice the enforcement of the deferred monopoly in the Southern capital on the 7th inst. Thanks to the watchfulness of the British firms engaged in this trade, which bulk so large in the statistics of the port, they have gone about in a campaign to defeat the prejudicial effects of the revived scheme to keep out Indian opium from South China with a determination that should not fail of ultimate success in spite of the obstructiveness offered in quarters least calculated to be sympathetic to British commercial interests.

Unlike his predecessors in Canton the official in charge of British trade interests now at Shantou, unfortunately, does not see eye to eye with the Hongkong merchants as to the illegal character of the new imposition in Canton; supinely taking a license fee which Kwong Weng Yuen is empowered to levy upon every chest of raw opium entering Canton.

THE CONSUL-GENERAL'S ARGUMENT.

is to the effect that the \$7.50 charged per ball is on all opium for consumption in Canton. He holds that the opium passing out of Canton is exempt from the preposterous tax which is a distinct violation, as has been shown, of the Additional Article to the Peking Opium Convention. Needless to say, in advancing that argument against the Hongkong merchants' representations, the Consul was probably reiterating the contention urged by the Chinese Authorities in justifying the latest prohibitive taxation.

Our latest information from Canton is that the licence fee is exacted not only on opium actually consumed in the City and environs, but it is also collected on opium destined to find its way into the large prefectural districts as well. Obviously, where Chinese witnesses are concerned, it is impossible to obtain documentary evidence that such is the case, but those engaged in the trade have every reason to depend upon their information as to the correctness of the report advised from Canton.

A COLLATERAL EVIDENCE.

is found in the fact that, for the last two months' clearances have been practically at a standstill. As compared with the previous period they have fallen off by quite seventy-five per cent.

The result is that the stock in hand is an abnormally large one as summarized below:

Hongkong, India

Malwa, chests... 3,000 5,000 1,500

Bengal, " " 4,00 4,500 6,000

Total, chests... 7,000 9,500 7,500

that is, a grand total of 25,150-chests, or over fifty million dollars in value. For the Bengal opium in stock in Calcutta, the purchasing firms have already paid their cost to the Indian Treasury while the duty on Malwa has been similarly paid to the Indian Government. Fifty million dollars to be paid up in a single commodity is a sufficiently colossal sum to demonstrate the importance of the trade as affected by the monopolistic legislation in Canton.

THE CHAMBER OF COMMERCE.

At the meeting last week of the General Committee of the Hongkong General Chamber of Commerce it was decided, as reported in these columns, to support the representations of the Bombay firms in Hongkong dealing in raw opium. The support took the shape of despatches addressed to His Excellency the Officer Administering the Government, telegrams to Peking and to the London General Chamber of Commerce invoking the assistance of the parent association in a forcible representation to the Foreign Office.

HONGKONG GOVERNMENT MOVES.

Realising the importance of prompt action, we understand that the Colonial Secretary is telephoned to H. B. M. Charge d'Affaires at Peking in the sense desired by the Chamber of Commerce, and, in a telegraphic despatch to the Secretary of State for the Colonies, has given all the weight of its influence to the Chinese Government.

PROCEEDING. Mr. Slade gave the specific acts of interference by the defendant. The defendants after they left the A. Dai shop started a rival business and solicited orders from the plaintiff's customers. They also removed certain silverware from the A. Dai shop and made presents of them to ship's Captains, and further removed quantities of wood. The defendant alleged that they were "waste-wood" but it was rather extraordinary that carpenters paid as much as \$1.50 for them. They were obviously of no value.

His Lordship was of opinion that the mere presence of the defendants in the A. Dai shop constituted interference on the part of the defendants.

Mr. Potter cited a number of decided cases which he said were on all fours with the present circumstances.

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His Lordship said the defendants had no business in the A. Dai shop and it would deprive the defendant of a living.

His Lordship said he could not fully understand the cases cited.

Mr. Potter said nothing could be simpler.

Mr. Lordship said the cases were too thinly reported.

Mr. Potter said the cases were identical with the present circumstances.

Mr. Lordship said the cases were identical with the present circumstances.

On the occasion above referred to the telegram despatched to the London Committee stated that the Kwangtung authorities had issued a notification placing restrictions upon opium, calculated to check the monopoly and effectively terminating the British India trade.

BLAKE PIER AMENITIES.

THESE SEATS.

Since the public seats were placed on Blake Pier some months ago, numerous complaints have been ventilated in our columns against the daily appropriation of these conveniences by undesirable classes of coolies and loafers, whose presence prevents the seats from being used by the very people for whose benefit they were placed there. Ever since Blake Pier was opened there had been a constant call for the provision of seats for the use of tourists, steam-boat passengers and others whose business took them to the Pier, and it was only after long agitation that the authorities did cause the present seats to be fitted up. But now that the seats have been at last erected, they are found to serve very little purpose, being almost constantly monopolised by an undesirable section of the population, to the exclusion of bona fide users of the Pier—especially ladies and children awaiting launches.

So far as

THE HONGKONG OPium FARM

is concerned, we are reliably informed that it is not affected by the monopoly in Canton. As a result of the closing of the opium-smoking divans and the temporary exodus of a large number of Chinese from Hongkong the quantity of prepared opium sold by the new Opium Farmers dropped to about 800 lbs a day, against 1,500 lbs sold by the old Farmers. During the past two weeks, however, the lessees of the opium privilege, to whom no sign of improvement was apparent, the public naturally felt that some explanation should be forthcoming. The explanation is, that as a matter of fact the Police have no power at present to order away anyone who chooses to utilise the Pier seats so long as he is not disorderly or untidy in his conduct. In the latter instance such contravention can be dealt with under the Public Pier Ordinance. It was only last year that an amendment of the regulations under this Ordinance was made so as to prevent the practice of sitting on the Pier railings. Previous to that regulation being passed, coolies were in the habit of gathering on Blake Pier by the score and poring themselves on the top bar of the railings, which were frequently bent and discoloured with filth as a result of the impunity from Police interference that they enjoyed in their improvised sea-side resort. In that case the authorities were equally slow in taking steps to get the matter rectified.

So far as the proper regulation of the use of the Pier seats is concerned, the Police are in no way to blame. The fault lies with the Government, in failing to frame the necessary rules for ensuring good order. What surprises one is that the coolies who frequent the Pier seem to know the powerlessness of the Police to interfere with them and frequently indulge in the fascinating game of "chuking," the officer who dares not to put into operation the little authority that he does possess. In one instance three youths—and these were schoolboys who ought to have known better—were actually charged with disorderly conduct, but in the absence of proper regulations under the Ordinance the case had to be abandoned.

It is, at any rate, satisfactory to learn that the authorities are now taking steps to introduce such amendments in the regulations as will serve to abolish the misuse of the Blake Pier seats. The new

The Rubber Market.

REMARKABLE RECOVERY.

RENEWED CONFIDENCE IN THE BOOM.

Following upon a week of marked depression, the rubber market evinced a decided tendency towards recovery on Friday last, and latest London quotations to hand appear to indicate a continuance of the improved state of things.

On that date Messrs. Ellis and Ellis reported that "after a spasm of weakness with consequential marked depreciation in prices of all stocks, the rubber market is exhibiting signs of renewed vitality and closes fairly strong. Only a small business has been put through during the week under review, and at low rates. The Singapore market continues very dull and all stocks show further depreciations. Para Hard and Rubber declined to 1/0, but latest telegraphic advices to hand give the price of 9/8."

UNDER THE SAME DATE.

Messrs. E. S. Kadouris & Co. wrote: "The market in sterling Rubber shares, after experiencing a fairly heavy depression presumably following the fall in prices of the raw material, has had a sharp recovery and closes firm with buyers of most stocks. The quotation for Rubber in London yesterday was 9/8. The market in Singapore stocks remains in a stagnant state. The local market has been very quiet with a selling tendency most of the week—a slightly better feeling prevails at the close."

The latest reports from London show that the closing price for Para Rubber had advanced on Saturday to 10/3 per lb., whilst prices generally had appreciated to a remarkable degree in face of the set-back that made itself felt so strongly a week or ten days ago. To take at random a few cases in point as showing the rise in market prices in London on Saturday as compared with the previous day's quotations, Anglo-Malays rose from 30/- to 31/-, Allugars from 7/3 to 7/6, Castileans from 12/6 to 14/0/-, Oatey United from 21/- per ton, to 28/6 prem., Highlands and Lowlands from 14/- to 14/5/-, Ledbury from 9/7/6 to 10/5/-, Rubber Trusts from 5/6/- to 5/9/-, Sheldrops from 7/7/6 to 8/1/6, and Sungai Chohs from 10/- to 10/5/-.

LOCAL OPINION.

In view of the important change which the past few days have brought about in the aspect of the rubber market, several prominent rubber operators were interviewed this morning by a representative of the Telegraph with the object of ascertaining their opinions regarding the sudden rise, that had taken place. "On all sides it appeared to be a sound belief that the most recent developments in connection with rubber were the outcome of a big 'bear' movement, and that now their purposes had been accomplished, it was more than likely that prices would go up still higher. In some quarters, indeed, the conviction is strongly held that during this summer the rubber market and the share market will reach yet even higher marks, than those which have hitherto been recorded."

It will not be considered out of place to remind investors to keep plainly in view the fact that they should refrain from buying what they cannot pay for. There seems to be a consensus of opinion in broking circles in Hongkong that the notable fluctuations of the rubber market since Friday have been caused by the manipulations of New York bears, and it has to be borne in mind that what the bears have done once they can do again.

A RUBBER FORECAST.

In a brochure entitled "Rubber Companies' Statistics, just published, Mr. Arthur Shephard says that rubber planting in the Middle East is an industry which has come to stay. It will not, he says, continue to yield the rich profits which have been reaped by pioneers in the past; but that an important new industry has been created which will for many years continue to yield more than ordinary commercial profit has been abundantly demonstrated, and is now fully recognized by the investor. In submitting his

COMPARATIVE ANALYSIS

(a supplement to the table published in the *Financier & Bullion* of 4th October, 1909), Mr. Shephard remarks that no attempt has been made to show what any particular estate is actually worth. His object has been to convert the market price of the share into an equivalent market valuation of the company's estate and to show an investor, who purchases at the present market price, approximately how much he is paying per acre for rubber land of a given age. For the purpose of maintaining interest in rubber a fairly correct ratio between the values of planted land of differing ages, a scale has been adopted such as is used by professional rubber valuers and the market price of shares has been made to decide what is the market valuation of each year's planting. Mr. Shephard's publication will be found valuable by all. It is issued from the office of the *Financier & Bullion*, 25 Dean Street, Fetter Lane, London, E.C.

The following extracts are from the *L. & C. Express* of May 20:-

The market for Para has been very quiet, with little business passing. Fine Hard Para on the spot and May-June delivery is quoted at 10/5/- June-July 10/2/- and July-August 10/5/- Soft Fine May-June-July 10/4/- values. The receipts at Para this month are 1,050 tons. Plantation is quoted at about 10/5/- to 11/5/- per lb for good average sheet.

Messrs. George White & Co. report on May 13:- Receipts at Para for the month up to 1/0/10 were 800 tons. During the whole month of May last year the total was 2,340 tons, and 3,100 tons in 1909. The following are the crop figures:- Receipts at Para July 1, 1908, to end May, 1909, 35,100 tons.

Stability in the market for crude rubber would seem to have been tolerably well restored, when the last auctions took place the price of Para Paid fell back to 10/5/- but there has been since a gradual recovery to about 10/5/- with a fair revival of buying in spite of the recent temporary deadlock, and the disappearance

reports circulated as to the fate of the market, there is no ignoring the fact that the inherent strength of rubber, based on depleted stocks and the large consumption, has quietly reasserted itself. The total receipts in Liverpool during April were rather heavy, being about 800 tons ahead of deliveries—a fact which was possibly viewed with some disquiet by the trade, inasmuch as smaller quantities went from Para to the United States, where the deliveries for April appeared to have been 170 tons in excess of the arrivals. Undisputed stock there would thus appear to have been practically vanished, although possibly big American manufacturers have certain reserves. The reduced quantities shipped to America since the end of March may perhaps be regarded by some as indicating a "falling-off" in American consumption; but there is no proof of this, or, indeed, that consumption has been injured elsewhere; now that the bulk of the Brazilian crop has been accounted for this season, the question of prospective supplies in the near future has to be considered. The quantity exported from Para this month will be materially smaller than last, which may have some bearing upon the course of affairs. On the assumption that the world's consumption is at the rate of at least 72,000 tons a year, the visible supply is less than a month's requirements, while there will be a notable shrinkage in the Brazilian shipments over the end of the crop season. The chief element of uncertainty concerns United States requirements, the recent contraction of which can hardly be viewed very seriously, in view of the depleted stocks across the Atlantic, which must involve fresh buying sooner or later. Several authorities in Mincing-lane are looking for brisk bidding and higher prices all round at the next sale on the 24th instant, one of the reasons given being that nearly three weeks will elapse before the following sale, which is fixed to take place on June 14.

SHIPMENTS OF RUBBER.

A shipment of 100 tons of rubber, valued at about £10,000, left Brazil for New York on the 31st instant in the Bulk liner *Concord*, and the *Lausanne* left Para on the 8th instant for Liverpool with 180 tons, estimated to be worth £10,000.

At this time of the year it is customary for shipments to be on a small scale, but consignments seem to have fallen off at the end of this season much more rapidly than usual. One explanation of this may be that the high quotations for the product induced growers to bring in all their rubber early, and another that the prices have been so satisfactory that growers have been less inclined to make a second expedition to the interior.

There is no doubt that for some reason the bulk of the rubber from Brazil has lately been coming to this country. In April the Booth Line steamers carried only 400 tons to New York, as compared with 1,000 tons in the corresponding month of last year, while these vessels brought 2,700 tons to Liverpool, as compared with 2,100 tons a year ago. The effect of the reduction in the American demand is believed, of course, to have been shown rather plainly at the Mincing-lane sales a few days ago.

THE SHARE MARKET.

Business in the Rubber Share Market has been quiet, even rubber shares being affected by the general condition which have characterized almost all markets. The under-tone has been fairly firm, nevertheless, and the popular 25 shares went ahead for some time; but with profit-taking on a market with very little heart in it prices have receded. The fall, however, for the most part have not been serious or even striking, being mainly technical in extent. This is sufficient to show that the offerings were not heavy, but at the same time the buying was not slight. The 8th instant was, in fact, one of the gloomiest days the market has experienced for some weeks, but the slackness was only in sympathy with the general cooling throughout the entire Stock Exchange.

PRAYING FOR RAIN.

CHINESE THANKSGIVING.

In connection with the elaborate ceremonies that took place in the New Territory recently whilst the Chinese were praying for rain, it is a remarkable fact that the much-needed down-fall began on the 15th day of last month, which was the date predicted by the head priest for the beginning of the rains. After the break in the weather occurred, a procession consisting of some 200 people made a three days' pilgrimage to the various temples in the district by way of thanksgiving.

THE UNKNOWN IN CHINA.

DEMAND FOR A PARLIAMENT.

Peking June 7. Eighty delegates representing the provinces and communities overseas will memorialize the Throne to-morrow, again demanding that a Parliament be established immediately. The delegates are confident of success. Eight of them express determination to succeed or to commit suicide. The agitation has overshadowed the general interest in the unrest in China.

It is reported that malcontents are endeavoring to gain over the provincial soldiers. Consequently the Government has ordered the removal of breech-blocks from guns and the bolts from rifles in various provinces. Staunch Government troops are in readiness to be transferred to disaffected districts. These and other precautions are reducing greatly the possibility of a dangerous rising.—*N. C. D. News*.

A DEVERRED PETITION.

Peking, June 8. The presentation of the memorial asking for the speedier summoning of a Parliament, which was to have taken place to-day, has been postponed. The memorial will probably be presented on June 16.

WHERE WIVES ARE OHIO.

There are people who live in this country who, if they only knew it, would be far happier elsewhere—in India, for instance. There a man so mutilated his wife's nose, the other week that the doctor told him it would be necessary to send to England for an artificial nose, at a cost of £50/- What did the man do? Jump at the offer! Not a bit of it, says Black and White. He scratchedit his head and remarked that as he couldn't afford a new nose for £50/- he would have to go to the nearest chemist and buy a false nose. That's what he did.

Stability in the market for crude rubber would seem to have been tolerably well restored, when the last auctions took place the price of Para Paid fell back to 10/5/- but there has been since a gradual recovery to about 10/5/- with a fair revival of buying in spite of the recent temporary deadlock, and the disappearance

RAUB AUST. G.M. CO.

REPORT FOR THE FOUR WEEKS ENDING MAY 21ST, 1910.

BUKIT KOMAN MINES.

Wala Shaft. The Cornish Plunger Pump has been fixed at No. 6 level, and is now working satisfactorily. Preparations are now being made to place an 8 ft. Bucket Pump below the No. 6 level. When this is completed sinking of the shaft will be resumed.

440 ft. Level N. Main drive advanced 23 ft. total 509 ft.

442 ft. Level N. Intermediate drive in Stopes advanced 13 ft. total distance from Wala 140 ft. This drive has now reached the extremity of the ore-shaft N.; some good patches of stone were met with during the four weeks under review.

440 ft. Level S. The drives on Foot-wall portion of the lode, from the main south stopes were further extended 20 ft., giving a total driven on the lode at this point of 61 ft. nothing of value has been discovered.

The intermediate drives N. and S. from the Wala E. of shaft (Drives between the 45 ft. and 64 ft. levels) are opening some very fair stopping ground.

540 ft. Level S. Main drive advanced 7 ft. total 232 ft.; lode assaying 2.30 dwts. per ton for the width of drive.

540 ft. Level N. drive on Foot-wall lode advanced 15 ft., total 56 ft. from Wala. This drive is now about 210 ft. N. of Main Shaft. The lode has been of good quality during the driving of at least the last 50 ft. This drive is opening good stopping ground, and seeing it is the deepest point in the Mine, it speaks well for the future. The average assay value for the four weeks is 8.30 dwts. for a width of 42 inches.

There has been a falling off in the "footage" in the No. 6 level in the four weeks under review, the cause being the accumulation of water in this level during the time occupied in disconnecting the Bucket Pumps and connecting the Plunger Pump. The water, however, will be pumped out in the course of a few days.

540 ft. Level N. Main drive advanced 16 ft., total 428 ft. The value remains about the same as when last reported on.

540 ft. Level S. No. 3 Wala has been sunk to a depth of 104 ft., and at this point connected with the 260 ft. S. from "Anderson's" shaft.

Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No. 1 Wala is sunk; in fact No. 1 Wala was sunk on this "Branch" from the 163 ft. to the 260 ft. level. These drives have been extended 54 ft. on the lode, with excellent results. To the N. 27 ft. were driven, the average assay being 2.35 dwts over a width of 48 inches; to the S. 27 ft. also were driven, the lode assaying 12.86 dwts for the 48 inches in width. These drives are opening a good piece of stopping ground; this W. Branch being intact for a considerable height above the 163 ft. level.

In the 160 ft. level stops some "prospecting" has been carried out on the Main lode S., and on "Branches" discovered in cross-cutting for the 160 ft. Drive N.

160 ft. Level N. Main drive advanced 16 ft., total 428 ft. The value remains about the same as when last reported on.

160 ft. Level S. No. 3 Wala has been sunk to a depth of 104 ft., and at this point connected with the 260 ft. S. from "Anderson's" shaft.

Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No. 1 Wala is sunk; in fact No. 1 Wala was sunk on this "Branch" from the 163 ft. to the 260 ft. level. These drives have been extended 54 ft. on the lode, with excellent results. To the N. 27 ft. were driven, the average assay being 2.35 dwts over a width of 48 inches; to the S. 27 ft. also were driven, the lode assaying 12.86 dwts for the 48 inches in width. These drives are opening a good piece of stopping ground; this W. Branch being intact for a considerable height above the 163 ft. level.

In the 160 ft. level stops some "prospecting" has been carried out on the Main lode S., and on "Branches" discovered in cross-cutting for the 160 ft. Drive N.

160 ft. Level N. Main drive advanced 16 ft., total 428 ft. The value remains about the same as when last reported on.

160 ft. Level S. No. 3 Wala has been sunk to a depth of 104 ft., and at this point connected with the 260 ft. S. from "Anderson's" shaft.

Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No. 1 Wala is sunk; in fact No. 1 Wala was sunk on this "Branch" from the 163 ft. to the 260 ft. level. These drives have been extended 54 ft. on the lode, with excellent results. To the N. 27 ft. were driven, the average assay being 2.35 dwts over a width of 48 inches; to the S. 27 ft. also were driven, the lode assaying 12.86 dwts for the 48 inches in width. These drives are opening a good piece of stopping ground; this W. Branch being intact for a considerable height above the 163 ft. level.

In the 160 ft. level stops some "prospecting" has been carried out on the Main lode S., and on "Branches" discovered in cross-cutting for the 160 ft. Drive N.

160 ft. Level N. Main drive advanced 16 ft., total 428 ft. The value remains about the same as when last reported on.

160 ft. Level S. No. 3 Wala has been sunk to a depth of 104 ft., and at this point connected with the 260 ft. S. from "Anderson's" shaft.

Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No. 1 Wala is sunk; in fact No. 1 Wala was sunk on this "Branch" from the 163 ft. to the 260 ft. level. These drives have been extended 54 ft. on the lode, with excellent results. To the N. 27 ft. were driven, the average assay being 2.35 dwts over a width of 48 inches; to the S. 27 ft. also were driven, the lode assaying 12.86 dwts for the 48 inches in width. These drives are opening a good piece of stopping ground; this W. Branch being intact for a considerable height above the 163 ft. level.

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Drives N. and S. have been commenced on the "W. Branch" from the cross-cut in which No

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"EMPEROR OF JAPAN" SATURDAY, AUGUST 6TH.

"EMPEROR OF CHINA" SATURDAY, AUGUST 27TH

"Emperor" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperor" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Arrive in the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meal and Berth in Sleeping Car while crossing the American Continent, by Canadian Pacific direct Line) £75.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTRAGLE" carries only "One Class" of Saloon Passengers (termed later) moderate the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

Mr. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For Steamship On

SINGAPORE, PENANG & CALCUTTA, KUTSANG* MONDAY, 13th June, Noon.
SHANGHAI via SWATOW CHOYANG* TUESDAY, 14th June, Noon.
SHANGHAI HANGSANG* THURSDAY, 16th June, 4 P.M.
MANILA YUENSANG* FRIDAY, 17th June, 4 P.M.
MANILA LOONGSANG* FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI NAMISANG* FRIDAY, 11th July.

RETURN TOURS TO JAPAN (OCCUPYING 14 Days).
The steamers *Kutshang*, *Namisang* and *Yongsang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Charge of through Bills to Yachats, Port, Chusan, Tsinshau & Newchwang.

Taking Charge on through Bills of Lading to Kadat, Lahad, Date, Simporna, Tawao, Usakan, Jesselton and Labuan.

For Freight or Passage, apply to JARVINE MATHESON & CO., LTD.

Telephone No. 215, Hongkong, 11th June, 1910.

General Manager. [8]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL
HAIPHONG "GHIHONG" 14th June. Daylight.
CHEFOO & TIENSIN "KUEIHOW" 14th June. Noon.
MANILA 14th June. 3 P.M.
SAIGON "KUPEH" 15th June. 4 P.M.
SHANGHAI "SZ-CHUEN" 16th June. 4 P.M.
DEBU & ILOO "KAIKONG" 17th June. Daylight.
SHANGHAI "CHINHUA" 19th June. Daylight.
MANILA, ZAMBOANGA & AUSTRALIA "TAIYUAN" 25th June. 4 P.M.
SHANGHAI "LIEH N" 26th June. Daylight.

Reduced Saloon Fares, single and return to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SUNG."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anton, Clevia, Lina, Chinia) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midday on Sunday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, AGENTS.

Telephone No. 26, Hongkong, 11th June, 1910.

[9]

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

| Steamship | Agent | Captain | For | Sailing Dates. |
|-----------|------------------|---------|--------|-------------------------------|
| LAFINO | Mr. J. H. Rodger | | MANILA | SATURDAY, 18th June, at Noon. |
| RUBI | Mr. G. F. Frost | | MANILA | SATURDAY, 25th June, at Noon. |

For Freight or Passage, apply to

SHewan Tomes & Co., GENERAL MANAGERS.

[10]

AMERICAN-ASiATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

INDRASAMHA on or before TUESDAY, 19th June.

For Freight or Passage, apply to

SHewan Tomes & Co., General Agents.

Hongkong, 11th June, 1910.

[11]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | G. Tonnage | Leaves |
|--|---|---------------|------------------------------|
| TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA | "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WED'DAY, 15th June, at Noon. |
| TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA | "PANAMA MARU" Capt. T. Ogata | — | WED'DAY, 20th June, at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates! Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For

| For | Steamers | Leaves |
|---------------------------------------|--|----------------------------------|
| TASMUI v. SWATOW & AMOY | "DAIGI MARU" Captain H. Miyayama | SUNDAY, 19th June, at 10 A.M. |
| ANPING via SWATOW and AMOY | "SOSHU MARU" Captain — | WEDNESDAY, 22nd June, at 10 A.M. |
| SHANGHAI via SWATOW, AMOY and FOOCHOW | "BUJUN MARU" Captain — | THURSDAY, 23rd June, at 10 A.M. |

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, 13th June, 1910.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFRICAN PRINCE,"

will be despatched for the above Ports TOMORROW, the 14th June, 1910.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO., General Agents.

Hongkong, 13th June, 1910.

[12]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 31st May, 1910.

[13]

"INVER" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERLYDE,"

Captain Alexander, will be despatched as above on 25th June.

For Freight apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 6th June, 1910.

[14]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.

Steamer

To. Total. Capital. Onward

| | | | |
|---------|-------|--------------|-----------|
| Beverly | 6,332 | F. S. Cowley | 1910 |
| Kumero | 6,332 | J. Matthes | 21st June |
| Aymere | 4,363 | J. Boyd | 26th July |

Hongkong, 23rd March, 1910.

[15]

Kwong Fung Yuen.

HEAD OFFICE—No. 83

RUBBER STOCKS RETURNS.

| | April | May | Total |
|---|--------|---------|---------|
| Allager | 2,400 | 8,300 | |
| Alor Pongau | 1,150 | 1,150 | |
| Alma | 600 | 600 | |
| Anglo Malay | 48,839 | 47,953 | 96,792 |
| Ayer Kuning | 773 | 831 | |
| Balgowala | 8,673 | 33,904 | |
| Banteng | 1,311 | 1,715 | 7,126 |
| Batu Caves | 10,052 | 30,787 | |
| Batu Tiga | 6,123 | 6,632 | 12,981 |
| Bertam | 10,000 | 49,088 | |
| Bilan | — | 785 | |
| Bukit Kajang | 3,151 | 3,874 | 12,761 |
| Bukit Lintang | 30,000 | 146,313 | |
| Bukit Selangor | 3,000 | 3,320 | 33,670 |
| Carey United | 7,700 | 12,000 | 27,250 |
| Castlefield | 2,700 | 11,012 | |
| Changkat Serdang | 3,03 | 9,595 | |
| Changkat Salai | — | 901 | 1,441 |
| Cicely | 9,450 | 37,631 | |
| Consolidated Malay | 31,835 | 90,041 | |
| Caledonia | — | 17,187 | 68,447 |
| Damansara | 73,317 | — | 77,998 |
| Edsborough | 5,600 | 22,950 | |
| Federated (Sgor) | 8,595 | 36,401 | |
| F.M.S. Rubber | 29,330 | 58,819 | |
| Gedong | 24,000 | | |
| Glencairn | 4,045 | 5,603 | |
| Glenstiel | 3,316 | 8,119 | |
| Golden Hope | 8,836 | 58,877 | 24,650 |
| Golconda | 11,801 | — | 45,538 |
| Harpden | 6,485 | 18,30 | |
| High & Lowlands | 42,575 | 38,643 | 82,286 |
| Ioch Kenneth | 12,045 | 14,428 | 64,537 |
| Jugra | 7,170 | 15,601 | |
| Kapar Para | 10,611 | — | 10,085 |
| Kempuning | 6,293 | 7,171 | 31,85 |
| Kempsey | 7,043 | 9,195 | |
| Kepong | 2,425 | 7,784 | |
| Kota Tinggi | 161 | | |
| Kuala Klang | 1,759 | — | 6,665 |
| Kuala Kubu, Est. | 2,410 | 8,183 | |
| Kuala Lumpur | 8,600 | 17,910 | |
| Lobo | 14,720 | 17,85 | 6,224 |
| Lebadong | 19,808 | 16,740 | |
| Ledbury | 8,134 | 32,834 | |
| Linggi | 69,500 | 62,500 | 302,000 |
| London Asiatic | 9,574 | 12,656 | 4,518 |
| Malacca Plant | 24,000 | 95,000 | |
| Merton | — | 1,788 | |
| North Hummock | 4,559 | — | 18,594 |
| Nova Scotia | — | 16,050 | |
| Palau | 3,300 | 2,400 | 9,050 |
| Pataling | 28,144 | 37,057 | 124,31 |
| Pegoh | 3,400 | 11,285 | |
| Petak Plant | — | 28,112 | |
| Tort Dickson | 581 | — | 2,158 |
| Rambia | 975 | — | 3,681 |
| Riba Rubber | 42,990 | 5,673 | 24,937 |
| Robana | — | 10,000 | 43,220 |
| Ratani | 7,12 | 4,490 | 5,129 |
| River Growers Assn. | 9,043 | 2,404 | 11,399 |
| Sengai | 5,593 | — | |
| Selata | 1,025 | 5,783 | 20,734 |
| Sungai Choh | 3,100 | 3,930 | 16,880 |
| Sungai Kapar | 14,300 | — | 67,300 |
| Sandycroft | 5,000 | — | 27,660 |
| Seafield | 15,120 | — | 44,047 |
| Selaung | 34,385 | — | 135,882 |
| Seremban | 31,845 | 31,516 | 145,458 |
| Senawang | 4,305 | — | 15,024 |
| Shelford | 5,800 | — | 21,300 |
| S'pore & Johore | 6,150 | — | 30,005 |
| Singapore Park | 5,300 | 4,950 | 23,750 |
| Strait Rubber | 29,000 | 21,980 | 121,480 |
| Sungai Salak | 2,435 | 3,103 | 9,309 |
| Tall Ayer | 12,200 | 43,700 | |
| Trafalgar | — | 270 | |
| Trong | — | 2,160 | |
| United Singapore | 3,300 | 1,120 | 4,850 |
| Vallimbra | 30,000 | — | 120,237 |
| (From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>Singapore Free Press</i> .) | | | |

SHIPPING AND MAIIS

MAILS DUE.

German (Roon) 15th inst.
Canadian (Empress of China) 16th inst.
American (Mongolia) 24th inst.
American (Tenyo Maru) 21st inst.
American (Korea) 4th prox.The German s.s. *Borneo* left Kudat on 11th inst., and may be expected here on 15th inst. at night.The APCo Co's s.s. *Arratoon* after from Kuta, left Moji this morning, and may be expected here on 17th inst.The Imperial German Mail s.s. *Prinz Stiedermund* left Kuchinoera on 12th inst., and may be expected here on 16th inst. at noon.The Imperial German Mail s.s. *Prinz Eitel Friedrich* left Shanghai via Foochow on 11th inst. at 8 a.m., and may be expected here on 15th inst. p.m.The Imperial German Mail s.s. *Roon* carrying the German Mails with dates from Berlin of the 15th ult., left Singapore on 11th inst. at 11 a.m., and may be expected here on 15th inst. at noon.

The weather has risen slightly in Wiedwostok, and fallen over E. Japan.

The depression lying in the neighbourhood of the former station yesterday, has reached N.E. Japan.

The barometer has fallen considerably in Shanghai, a depression which is probably moving Eastwards, having appeared over the Lower Yangtze valley.

Pressure remains high in the neighbourhood of the Boning and Westwards towards the N.E. part of the China Sea.

Fresh S. winds may be expected in the Formosa Channel and moderate S.E. winds over the N. part of the China Sea.

Hongkong Rialbi for the 24 hours ending 10 a.m. to-day, 0.01 inches.

FORECAST.

—Harmattan and Neighbourhood, S.E. winds, moderate fall.

—Formosa Channel, S. winds, fresh.

—South coast of China between Hongkong and Macao, same as No. 1.

—Tung Yang, moderate S.W. winds, 5.5, W. winds 4.0, S.E. winds 3.0 inches.

Sir. W. S. Song, from Malibki—Expected moderate variable winds and rain with overcast and heavy rain to the Heilong, Changtung, Tung Yang strong S.W. winds, and strong E. winds 4.0, S.E. winds 3.0 inches.

Sir. W. S. Song, from Malibki—Expected moderate variable winds and rain with overcast and heavy rain to the Heilong, Changtung, Tung Yang strong S.W. winds, and strong E. winds 4.0, S.E. winds 3.0 inches.

COMMERCIAL.

TO-DAY'S EXCHANGE.

| | Selling. |
|------------------------|--------------------------|
| London | Bank T.T. |
| Do. | demand |
| Do. | 4 months sight |
| Do. | 6 months sight |
| France | Bank T.T. |
| America | Bank T.T. |
| Germany | Bank T.T. |
| India T.T. | — |
| Denmark | — |
| Shanghai | Bank T.T. |
| Singapore | Bank T.T. per H.R. Stock |
| Japan | Bank T.T. |
| Buying. | |
| 4 months sight L/C. | |
| 6 months sight L/C. | |
| 10 days sight | |
| 10 months sight France | |
| 6 months sight | |
| 4 months sight Germany | |
| Bank of England rates | |
| Sovereign | |

Shipping.

| | Arrival. |
|---|---|
| Laiang, Br. s.s. | 2,222. E. J. Tadd, 10th June |
| —Singapore 7th June Rice Gen.—Chinese. | |
| Asia Br. s.s. | 2,936. Harry Gaukroger, 8th June |
| —San Francisco 10th Mail and Gen.—P. M. S. S. Co. | |
| Athol, Br. s.s. | 3,031. S. L. Saxy, 7th June |
| From Keeling (Formosa) Gen.—Order. | |
| Bellerophon, Br. s.s. | 1,729. T. Bartlett, 6th June |
| —Manila 9th June Gen.—B. & S. | |
| Benarty, Br. s.s. | 2,350. W. Hassie, 11th ult June |
| —Mojii 10th June Coal.—B. & S. | |
| Chihli, Br. s.s. | 2,514. C. Lindberg, 11th June |
| —Haiphong 17th June Gen.—B. & S. | |
| Chiokang, Br. s.s. | 1,229. Kay, 11th June |
| —Saigon 10th June Rice and Gen.—China. | |
| Clipper, Br. s.s. | 2,881. R. E. Hutchinson, 31st May—Tacoos, U.S.A., via Ports and Shanghai 17th May Gen.—O. S. K. |
| Coastal, Br. s.s. | 1,200. G. B. Belcher, 11th June |
| —Macassar 3rd June Sugar and Gen.—C. J. L. | |
| Wo Sang, Br. s.s. | 1,217. J. M. Smith, 12th June |
| —Milki (Japan) 10th June Coal.—J. M. & Co. | |
| Awa Maru, Jap. s.s. | 3,012. S. Ishikawa, 12th June |
| —Seikita 21st June Flour, Cottonseed and Gen.—N. Y. K. | |
| Kintak, Br. s.s. | 1,611. A. G. R. Paddle, 12th June |
| —Liverpool via Ports 6th June | |
| Colombo, Jap. s.s. | 2,919. E. Camber, 12th June |
| Glenfalloch, Br. s.s. | 1,424. J. Mason, 12th June |
| —Singapore 10th June Gen.—J. M. & Co. | |
| —Canton 10th June Gen.—C. M. S. N. Co. | |
| Kwango, Br. s.s. | 1,218. P. Cole, 14th June |
| Taingtau 29th May Salt.—B. & S. | |
| Manchu Maru, Jap. s.s. | 5,248. H. Nishi, 10th June |
| —South America via Japan. Coal and Nitrate.—Atakas & Co. | |
| Pakat, Ger. s.s. | 1,015. Wenzel, 6th June |
| Bangkok 29th May Rice.—B. & S. | |
| Pheum Penk, Br. s.s. | 1,061. J. H. Scott, 10th June |
| —Saigon 6th June Rice and Gen.—Wo Fat Sing. | |
| Protosius, Br. s.s. | 6,101. D. P. Campbell, 10th June |
| —Tacoa 18th June 19th May Gen.—B. & S. | |
| Laerets, Br. s.s. | 1,340. H. C. D. Frampton, 12th June |
| —Saigon 7th June Rice and Gen.—Wo Fat Sing. | |
| Victoria, Swed. s.s. | 980. Thos Eckert, 11th June |
| —Saigon 8th June Rice and Meal. | |
| Ulv, Nor. s.s. | 85. Y. Pedersen, 12th June |
| —Newchwang and Chefoo Beans and Soya—Aasgaard Thorsen & Co. | |
| Sul Sang, Br. s.s. | 1,796. M. Picknell, 12th June |
| —Canton 13th June Coal.—J. M. & Co. | |
| Tjibabu, Dutch. s.s. | 2,093. P. J. V. Emmerich, 12th June |
| —Manila 10th June Coal and Amoy 11th June Coal and Gen.—C. J. T. L. | |
| Wongko, Ger. s.s. | 1,115. H. H. Ebken, 12th June |
| —Bangkok 10th May Rice and Timber and Gen.—J. C. T. L. | |
| Yatking, Br. s.s. | 1,424. S. J. Payne, 8th June |
| —Bangkok 10th June Coal.—J. M. & Co. | |

Clearances at the Harbour Office.

Fosking, for Canton.

Ulo, for Canton.

Kintak, for Nagasaki.

Chihli, for Haiphong.

Glenfalloch, for Amoy.

Aukui, for Canton.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kapoorin & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | RESERVE. | AT WORKING ACCOUNT | LAST DIVIDEND. | ADMISSION AT PRESENT QUOTATION BY THE EXCHANGE AND QUOTATION BY THE DIV. | CLOSING QUOTATIONS. |
|--|------------------|----------|----------|---|--------------|--|----------------|---|---------------------|
| BANKS. | | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 120,000 | \$125 | \$125 | £1,500,000 \$15,000,000 \$350,000) | Dr. 2,28,988 | £2.5/- for half year ending 31.12.1909 @ ex- dividend \$25.11 | 41% | \$94 sellers \$91.10 | |
| National Bank of China, Limited | 99,925 | 7 | 4 | £4,000 \$3,000) | Dr. 552 | 8s (London 2/6) for 1909 | | | 576 buyers |
| MARINE INSURANCES. | | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | £1,500,000 \$254,183 \$302,700 \$150,000) | none | 10s for 1908 | 6% | 177 | |
| North China Insurance Company, Limited | 10,000 | 15 | 25 | Tls. 22,000 Tls. 33,573 Tls. 140,000 Tls. 140,000) | Tls. 207,573 | Final of 7/6 making 15/- for 1908 | 5% | Tls. 110 | |
| Union Insurance Society of Canton | 12,400 | \$250 | \$100 | £1,000,000 £1,448 \$105,240 \$7,3085 | Dr. 287,084 | Final of \$20 per share, making 10/- all \$10 per share for 1908 and an interim dividend of \$30 per share for 1909 | 6% | \$825 sellers | |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$1,000,000 \$294,405 \$199,204) | Dr. 207,084 | 12s and bonus \$3 for 1907 | 7% | \$205 | |
| FIRE INSURANCES. | | | | | | | | | |
| China Fire Insurance Company | 20,000 | \$100 | \$20 | £1,000,000 \$150,348 \$61,168 | Dr. 184,66 | 10s and bonus 5s for 1908 | 7% | \$114 buyers | |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,400,000 | Dr. 218,218 | 5s for 1908 | 8% | \$347 buyers | |
| SHIPPING. | | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | £7,743 \$230,000 \$100,000 \$350,000 | Dr. 53,77 | 5s for 1906 | ... | \$74 sellers | |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | £10,000 \$250,000 | nil | 2s for year ending 30.6.1908 | ... | \$33 sellers | |
| Hongkong, Canton & Macao Steamboat Co., Ltd | 80,000 | \$15 | \$15 | £10,750 \$105,345 \$19,100 | Dr. 120,756 | Final of 5/- for account 1910 | 8% | \$191 sales & b | |
| Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred) | 60,000 60,000 | £5 | £5 | £10,000 \$140,000 \$720,000 | Dr. 143,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3, 15/- | ... | \$65 sellers | |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | £1 | £1 | £1,000,000 \$21,850 | Dr. 192,994 | 3rd ln. of 2/- per share (coup. No. 12) making 1/- in all 4/- for old & interim of 1/- for ac. 1909 | 5% | \$44 buyers | |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$10 | \$5,000 \$62,000 | Dr. 1159 | A dividend of 7 1/2% for y. ending 30.1.1910 | 4% | \$24 sellers | |
| REFINERIES. | | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | £20,000 \$83,620 | Dr. 54,090 | 10s per share for 1909 | 11% | \$164 sellers | |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | Dr. 513,893 | 5s for 1907 | ... | \$26 sellers | |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Dr. 513,893 | Tls. 10 for year ending 31.8.09 | ... | Tls. 950 sellers | |
| MINING. | | | | | | | | | |
| China Engineering and Mining Company, Ltd | 1,000,000 | £1 | £1 | £15,000 \$84,390 | none | Final of 1/6 making 3/- for 1909 | 9% | Tls. 18 | |
| Headwaters Minlog Company | 60,000 | Rs. 10 | Rs. 10 | Rs. 10 \$10,000 | Dr. 1,435 | First year | ... | | |
| Raub Australian Gold Minlog Company, Limited | 150,000 | Rs. 10 | Rs. 10 | Rs. 10 \$10,000 | none | 5s per share 13th dividend | 5% | \$74 | |
| Oriental Consolidated Minlog Co., Ltd | 50,000 | Rs. 10 | Rs. 10 | Rs. 10 \$10,000 | none | Final of Gold \$0.65 for 1909 in all G \$1.15 | 5% | \$57 | |
| DOCKS, WHARVES & GODOWNS. | 18,000 | \$25 | \$25 | \$25,375 | Dr. 88,460 | 5s 1/2 for year ending 31.12.08 | ... | \$10 | |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$50 | \$50 | £550,000 \$3,693,000 \$40,000 | Dr. 26,847 | 5s 1/2 for 1909 | 11% | \$58 sellers | |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | £128,000 \$1,10,000 \$1,00,000 | Dr. 317,75 | Interim of 5s 1/2 for account 1909 | ... | \$6 sellers | |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 1,00,000 Tls. 607,257 | Dr. 317,75 | Interim of Tls. 21 for 1910 | 0% | Tls. 78 | |
| Shanghai and Hongkow Wharf Company, Limited | 30,000 | Tls. 100 | Tls. 100 | Tls. 100,000 Tls. 125,000 | Dr. 9,022 | Final of Tls. 4 for 1909 | 7% | Tls. 122 | |
| LANDS, HOTELS & BUILDINGS. | | | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 102 | Tls. 100 | Tls. 35,000 \$1,10,000 | Dr. 4,314 | Tls. 6 for year ending 31.2.09 | 51% | Tls. 102 sellers | |
| Genii Stores, Limited | 50,123 | \$15 | \$15 | \$1,000 \$10,000 | Dr. 24,611 | \$20 on old and 60 cents on first new issue | 2% | \$16 buyers | |
| Hongkong Hotel Company, Limited | 12,000 | \$10 | \$10 | \$1,000 \$10,000 | Dr. 27,277 | \$20 on old shares and 10/- on new shares | 2% | \$102 sellers | |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$150,000 \$20,000 | Dr. 27,91 | 60 cents for half year ending 31.12.09 | 0% | \$81 sellers | |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$226,045 \$25,850 | Dr. 27,71 | Interim of 3/- for account 1909 | 6% | \$82 sellers | |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$30 | none | Dr. 27,91 | 45 cents for 1909 | 8% | \$314 buyers | |
| Shanghai Land Investment Company, Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 1,525,045 Tls. 30,000 | Dr. 63,969 | Final of 6% bonus Tls. 1 for 1909 | 61% | Tls. 110 | |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | none | Dr. 63,969 | Final of \$1.83 for account 1909 | 81% | \$40 sellers | |
| COTTON MILLS. | | | | | | | | | |
| Kwo Cotton Spinning and Weaving Company, Ltd. | 20,000 | Tls. 50 | Tls. 5 | Tls. 10,000 Tls. 40,068 | Dr. 1,991 | Tls. 11 for year ending 31.10.09 | 67% | Tls. 108 sellers | |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$1 | \$1,000 \$10,000 | Dr. 1,991 | 50 cents for year ending 31.7.08 | 8% | \$64 sellers | |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 1,15,000 | Dr. 8,374 | Tls. 7 for year ending 31.10.09 | 12% | Tls. 62 | |
| Landkunming Cotton Spinning and Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 50 | none | Dr. 2,819 | Tls. 6 for 1909 | 7% | Tls. 74 | |
| Sey Chie Cotton Spinning Company, Limited | 2,000 | Tls. 100 | Tls. 50 | Tls. 1,17,172 | Dr. 2,819 | Tls. 25 for 1909 | 10% | Tls. 350 | |
| MISCELLANEOUS. | | | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | £1,500 | Dr. 148 | 15% per share for 1908 | ... | | |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | \$10,000 | Nil | 60 cents for 1909 | 6% | | |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$10,000 | Dr. 1,138 | 0 cents for year ended 28.2.06 | ... | | |
| China-Provident Loan & Mortgage Company, Ltd. | 125,000 | \$1 | \$1 | \$10,000 | 2,602 | 80 cents for 1909 | 9% | | |
| Dairy Farm Company, Limited | 40,000 | £7 1/2 | £6 | £1,000 | Dr. 1,093 | \$1.20 for year ending 31.12.09 | 61% | \$19 | |
| Great Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$10,000 | Dr. 4,290 | Final of 40 cents making in all 75 cents per share for 1909 | 10% | \$71 sellers | |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$5,000 | Dr. 670 | 80 cents for year ending 31.12.09 | 61% | \$14 buyers | |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$1 | none | Dr. 11,708 | A dividend of \$1.20 per share and a bonus of 10 cents | 6% | \$102 sellers | |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$10,000 | Dr. 5,761 | Final of \$1 for 1909 | 6% | \$160 sellers | |
| Hongkong Rope Manufacturing Company, Ltd. | 60,000 | \$10 | \$10 | \$10,000 | Dr. 5,761 | Final of \$1 making in all \$2 for 1910 | 9% | \$152 sellers | |
| Macchupelli tot Mijn, Bosch en Laubauwek Spolitaria in Langkawi, Limited | 25,000 | Rs. 100 | Rs. 100 | Tls. 547,500 Tls. 61,924 | Dr. 316,682 | 4th interim of Tls. 12 for 1909 | 5% | Tls. 1,400 | |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | \$10,000 | Dr. 3,014 | 80 cents on fully paid shares and 8 cents on \$1 paid shares 1/2, 7 1/2, 10 1/2, 15 1/2, 20 1/2, 25 1/2, 30 1/2, 35 1/2, 40 1/2, 45 1/2, 50 1/2, 55 1/2, 60 1/2, 65 1/2, 70 1/2, 75 1/2, 80 1/2, 85 1/2, 90 1/2, 95 1/2, 100 1/2, 105 1/2, 110 1/2, 115 1/2, 120 1/2, 125 1/2, 130 1/2, 135 1/2, 140 1/2, 145 1/2, 150 1/2, 155 1/2, 160 1/2, 165 1/2, 170 1/2, 17 | | | |